

MINISTRY OF TRANSPORT AND CIVIL AVIATION

Report of the Air Transport Advisory Council

FOR THE YEAR ENDED 31st MARCH 1955

AND

STATEMENT BY THE
MINISTER OF TRANSPORT AND CIVIL AVIATION

*Presented to Parliament in Pursuance of Section 12 (9) of the
Civil Aviation Act, 1949*

*Ordered by The House of Commons to be printed
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STATEMENT BY THE MINISTER OF TRANSPORT AND CIVIL AVIATION

The Seventh Report of the Air Transport Advisory Council, covering the period 1st April, 1954 to 31st March, 1955 is, in accordance with sub-section 9 of section 12 of the Civil Aviation Act, 1949, presented to Parliament herewith.

2. The main task of the Council during the year has again been the consideration of applications from the Airways Corporations and the Independent Air Transport Companies for permission to operate scheduled air services.

3. The Council have adopted the very valuable practice of including in their Annual Report a review not only of the new applications that have been considered during the year, but also of the air services that have been operated as a consequence of the recommendations made by the Council in earlier years. The Report, therefore, provides an excellent basis on which to assess how far the new civil aviation policy introduced by my predecessor in July 1952 (as set out in Appendix 'C' to the Council's Report) has been successful. The results summarised in the present Report show that the policy has been fully justified. The Airways Corporations, who have continued to maintain their important position in the international field in the face of strong competition from foreign airlines, have as before carried the greater part (94·3 per cent.) of the total traffic on all the scheduled services operated by the United Kingdom airlines. The independent companies, who have now had time to consolidate the services approved earlier, have however again increased their traffic by a substantial margin (45 per cent.) as compared with the previous year and have increased their share of the whole. All this has been accomplished without detriment to the commercial results of the Corporations which have both shown profits in 1954-55. The public has also benefited, both from the improved services on the established routes and from the network of new services which are now being operated. These not only cover many additional points but also include new types of services which have been developed directly as a result of the initiative of the independent companies.

4. One of the most interesting developments in the last few years has been the growing popularity of the Inclusive Tour services (that is, services for passengers who pay an inclusive charge for air transport, hotel accommodation and, in some cases, for motor coach tours also). These tours are attracting to air transport a large number of people who have never before had occasion to fly and should therefore be of lasting benefit to air transport development.

5. Contrary to expectations, the applications received by the Council during the year were almost double the number received in 1953-54. I share the Council's view that this large increase is an indication that there are still opportunities available for the development of new services, particularly for those companies who have the enterprise to seek out new fields of activity and to develop new sources of traffic.

6. I have already accepted 214 of the 222 recommendations submitted to me during the year by the Council. Decisions on the remaining eight for the most part await the results of discussions with overseas administrations. On the recommendation of the Council, I have been able to approve

98 new services during the year. These services, most of which will be operated in the current year, should represent a valuable extension of the air transport facilities available to the public.

7. In its capacity as a Consumer Council, the Council received, during the year, five representations from members of the public about the adequacy of air services provided by the Airways Corporations or by independent companies operating scheduled services. In no case, however, did they find it necessary to make a recommendation on the representations and consequently there was no specific action for me to take. I have in all cases informed those making the representations of the Council's conclusions.

8. The large number of applications for scheduled services received during the year has inevitably put a heavy burden of work on the Council, but they have, nevertheless, made their recommendations on the applications with great expedition. In consequence, the applicants have, in most cases, been informed of my decisions on their applications rather sooner than in previous years. I should like to express my indebtedness to the Council for their sustained effort in discharging their formidable task and for the contribution they have made, as a result, to the smooth working of the policy.

(Sgd.) JOHN BOYD-CARPENTER.

AIR TRANSPORT ADVISORY COUNCIL

THE RT. HON. J. A. BOYD-CARPENTER, M.P.,
MINISTER OF TRANSPORT AND CIVIL AVIATION,
BERKELEY SQUARE HOUSE,
BERKELEY SQUARE, W.1.

9th June, 1955

SIR,

In compliance with Section 12 (9) of the Civil Aviation Act, 1949, I have the honour to forward to you the Report of the Air Transport Advisory Council for the period from 1st April, 1954 to 31st March, 1955.

I have the honour to be

Sir,

Your obedient Servant,

TERRINGTON,

Chairman

AIR TRANSPORT ADVISORY COUNCIL

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REPORT OF THE AIR TRANSPORT ADVISORY COUNCIL

(For the period 1st April, 1954–31st March, 1955)

DUTIES AND COMPOSITION OF THE COUNCIL

1. During the period covered by this Report, the constitution and duties of the Council were those laid down by the provisions of Section 12 of the Civil Aviation Act, 1949, and of the Civil Aviation (Air Transport Advisory Council) Order, 1947, copies of which are set out in Appendices "A" and "B". As in the two previous years, in their consideration of applications submitted to them by the Airways Corporations and by Independent Air Transport Companies to operate certain classes of Scheduled Air Services, the Council were governed by the Terms of Reference which the Minister of Civil Aviation had issued to them on 30th July, 1952. The text of this document is contained in Appendix "C". Under Article 15 of the Order the Council make known their conclusions and recommendations only to the Minister with whom lies the final decision on the action to be taken as a result of the Council's recommendations.

2. On 1st April, 1954, the Membership of the Council was as follows:—

Chairman	...	Appointed by the Lord Chancellor.	The Lord Terrington, K.B.E.
Deputy Chairman		Appointed by the Minister of Civil Aviation in consultation with the Chairman.	The Viscount Runciman, O.B.E., A.F.C.
Members	...	Appointed by the Minister of Civil Aviation.	Sir John Ure Primrose, D.L., J.P. G. d'Erlanger, C.B.E. J. J. Taylor, O.B.E.
Assessor	...	Appointed by the Council with the approval of the Minister of Civil Aviation in accordance with Section 12 (5) of the Civil Aviation Act, 1949.	W. W. Burkett, C.B.E., M.C.

These appointments had been made on 23rd July, 1952, for a term of two years. On 23rd July, 1954, the Chairman and Members were with one exception re-appointed by the Lord Chancellor and by the Minister of Transport and Civil Aviation, respectively, for a further term of two years. Lord Runciman at his own request was not re-appointed a Member of the Council and after consultation with the Chairman the Minister appointed Mr. d'Erlanger to be Deputy Chairman in his place. On 31st January, 1955, Sir Gibson Graham was appointed by the Minister to fill the resulting vacancy on the Council. Lord Runciman was appointed an Assessor by the Council, with the approval of the Minister, and the appointment of Mr. Burkett as an Assessor was extended for two more years.

CONSIDERATION OF APPLICATIONS TO OPERATE SCHEDULED AIR SERVICES

3. The general nature of the work of the Council in the period covered by this Report was much the same as in the previous two years. The greater part of their task lay in their consideration of applications from the Airways

Corporations and Independent Air Transport Companies to operate certain classes of Scheduled Services. The Council considered all these applications in accordance with their Terms of Reference, which laid down the types of services for which applications could be made, the standards with which applicants had to conform, and the various considerations which the Council had to take into account when deciding on their recommendations. Under the Terms of Reference the International networks of the Airways Corporations in the form in which they were operated at the beginning of 1952, and for the time being also the Internal Services within the United Kingdom of British European Airways as they then existed, were broadly speaking to be protected but applications could be made both by Independent Companies and by the Airways Corporations to operate any other Scheduled Air Services. All major applications were advertised in "The Times", "The Aeroplane" and "Flight". Hearings were held, as it was the aim of the Council that all Companies or Organisations who considered that their interests might be affected in any way by applications for new services or for amendments to existing services should feel that they had an opportunity to explain their arguments as fully as they wished before any decisions were taken on the applications. Thereafter the Council deliberated in private and decided on their recommendations to the Minister. The manner in which they carried out this work was set out in some detail in their Annual Report for the period ending 31st March, 1953. In the present period, the Council adhered to this procedure which had become familiar to the Airways Corporations and to the Independent Air Transport Companies. A copy of the notice which the Council issued on 31st July, 1952, about their procedure is contained in Appendix "D".

4. Whilst the work of the Council in considering applications in 1954-55 was similar in nature to that undertaken in the two previous years, its extent was on the other hand considerably greater. The number of applications which were considered and on which recommendations were made to the Minister was nearly double that for 1953-54. The procedure of the Council worked more smoothly due to greater familiarity on the part of all concerned.

5. During the period from 1st April, 1954, to 31st March, 1955, the Council held 86 Meetings compared with 61 in the preceding year. There were 108 Hearings held at which representatives of interested parties stated their cases or answered queries from the Council. Two hundred and thirty-five new applications were received during this period, consisting of 206 applications from Independent Air Transport Companies, 28 applications from the Airways Corporations and one from the Central African Airways Corporation. One hundred and seventy-five of these applications were for new services while 60 applications were for amendments to existing services. The composition of these applications was as follows:—

	<i>For New Services</i>	<i>For Amendments to Existing or Approved Services</i>
Normal Scheduled	52	16
Colonial Coach or Coach	7	6
U.K. Internal	20	19
Inclusive Tour	73	11
All Freight	9	6
Vehicle Ferry	10	2
Helicopter	4	—

The Council also had to consider the 38 applications which were either under consideration or awaiting examination on 31st March, 1954. In addition to all these applications, the Council as in previous years received numerous

requests for minor amendments and modifications to services which did not require advertisement and which were best dealt with by correspondence with the parties concerned.

6. In the result, 17 applications were withdrawn whilst still under consideration by the Council. The Council made recommendations to the Minister on 222 applications, consisting of 21 from British Overseas Airways Corporation and British European Airways, one from the Central African Airways Corporation and 200 from Independent Air Transport Companies. Of these applications, 169 were recommended for approval in whole or in part and 53 were recommended for rejection. At 31st March, 1955, 34 applications were still either under consideration by the Council or were awaiting consideration but of these 11 were applications on which consideration was for the time being suspended for various reasons, in the majority of cases at the request of the applicants themselves. These figures may perhaps be regarded as somewhat misleading, since in many cases the Council found it necessary, in order to observe the requirements of their Terms of Reference, to attach qualifications and conditions to their recommendations. Certain services were for example only recommended for approval in a restricted or modified form which eventually led in a few instances to the withdrawal by the Companies of their proposals.

7. A list of the applications which were considered by the Council and on which they made recommendations to the Minister during the period covered by this Report is set out in Appendix "F", together with the decisions taken by the Minister on the Council's recommendations where these had been announced before submission of the Report. Further recommendations have been made by the Council since 31st March, 1955, but they are not dealt with in this review. The Minister, as was the case last year, accepted all the Council's recommendations, except where he was unable to do so for reasons outside his control, such as the refusal of a Foreign Government to agree to the operation of a proposed service on terms acceptable to him. In all these latter cases, however, any rejections or variations of the proposed services which the Minister made when announcing his decisions on the applications fell within the qualifications which the Council had themselves attached to their recommendations.

8. Out of the 222 applications on which the Council made recommendations during the year covered by this Report, together with the three applications on which decisions by the Minister were outstanding at 31st March, 1954 (Appendix "E"), the Minister had up to the time of submission of this Report approved 154 applications in whole or in part and rejected 60. Three further applications were withdrawn by the Companies concerned before any decisions had been made on the Council's recommendations. Decisions on the remaining 8 recommendations had not yet been taken by the Minister at the time of submission of this Report. Details of the applications approved on the recommendation of the Council were as follows:—

	<i>New Services Approved</i>	<i>Amendments Approved to Existing or Previously Approved Services</i>
Normal Scheduled	21	14
Colonial Coach or Coach	1	5
Internal	10	24
Inclusive Tour	50	9
All Freight	7	2
Vehicle Ferry	5	2
Helicopter	4	—

Sixteen of the applications approved had been submitted by the Airways Corporations, one by the Central African Airways Corporation and the remainder by Independent Air Transport Companies. Four of the applications rejected came from the Airways Corporations and the remainder from Independent Air Transport Companies. Thirteen of the applications which the Minister approved during the year were later withdrawn by the Companies concerned, as also was one application approved in a previous year. Eleven of these applications were for Inclusive Tour Services. They were mostly withdrawn owing to difficulties experienced by the Travel Agents in completing the arrangements in time for the tours. The two other applications which were withdrawn were for Normal Scheduled Services to West Africa which the Council had only recommended for approval in a considerably modified form and which the Companies then decided not to operate. The Council had foreseen that this would probably be the outcome of their conclusions but they had felt it impossible to make any other recommendations within the bounds of their Terms of Reference.

9. Most applications submitted to the Council were opposed either by one of the Airways Corporations, by other Independent Air Transport Companies, or by the British Transport Commission. In several cases representatives of Local Authorities also appeared to explain their views on proposed services. The Council consulted the Channel Islands Air Advisory Council and the Isle of Man Airports Board about all applications for air services to the Channel Islands and to the Isle of Man respectively, and these bodies were represented at Hearings whenever they wished. The Council found the advice which they received from them of great assistance. During the year the Council had a helpful discussion with the British Independent Air Transport Association and a representative of the Association attended Hearings on some occasions. In their work the Council were as in previous years greatly assisted by the Ministry of Transport and Civil Aviation which provided them with detailed technical, statistical, and other factual information on various aspects of all applications.

10. On the whole, the general considerations which guided the Council within the scope of their Terms of Reference in dealing with applications were much the same as those in the previous two years, and the experience which they had obtained from their work during that period was of material assistance to them in their deliberations. They adhered to the view that the public interest would be served by approval of new services wherever this was possible without serious adverse effect on the existing services of established U.K. Operators. The Council had to assess the degree to which new Normal Scheduled Services would serve the same traffic areas as services of the same type already in existence, the extent to which new Scheduled Services of other types would materially divert traffic from existing Scheduled Services, and the extent to which new All Freight Services would undermine existing services. Decisions on such questions were frequently difficult. The Council felt that in their initial stages new services should be given a proper opportunity of sound development and also that networks of mutually supporting services perhaps offered the best scope for such development. In this connection it was sometimes necessary to recommend rejection of proposals likely to retard the progress of certain services already approved, but this did not mean that at some later date, when air traffic might have developed further, renewed applications would necessarily be rejected. The Council were anxious that Scheduled Services which had once been approved for operation for a term of years should, whenever possible, be operated on an enduring basis. There were, of course, as in previous years, some instances where future prospects of a proposed service seemed doubtful but where

nevertheless, it appeared to be in the public interest that the applicant should have an opportunity to see whether he could establish a service, which might in time meet a public demand. The Council had regard to the financial resources of applicants to operate Scheduled Services on routes of public importance. In their recommendations on proposals to operate International Air Services, they stipulated that approval of the applications should be subject to permission for the operation of the proposed services being granted by the Foreign and other Governments concerned on terms acceptable to the Minister, bearing in mind the effect which such terms might have on British civil aviation in general. As already stated, some applications had in the end to be rejected as permission for the operation of the services could not be obtained on acceptable terms. In accordance with the Terms of Reference the fares, rates and associated commercial regulations on all International services had to be in accordance with the Resolutions of the International Air Transport Association or with the terms of any relevant Air Transport Agreements between the United Kingdom and Foreign and other Governments concerned.

11. A review of the results of the work undertaken by the Council for this period falls into two parts. In the first place, there are the traffic figures for the services which were operated during the year 1954-55 as a result of recommendations made by the Council for the most part in previous years. Secondly, there is the Council's consideration of applications during the year under review. Most of these applications requested new services or amendments to existing services to come into operation in 1955.

12. From the traffic figures it is apparent that Independent Companies operating Scheduled Services which had been approved by the Minister on the recommendations of the Council continued to increase their traffic and to develop their services. During the period covered by this Report, over 366,000 passengers were carried by Independent Companies operating as Associates of one or other of the Airways Corporations. This figure showed an increase of approximately 114,000 passengers on the traffic carried during the previous year. The increase in traffic was common in varying degrees to all the types of services, though it was perhaps most noticeable on Inclusive Tour Services which carried 23,418 passengers compared with 7,750 in the previous year. Well over half the Scheduled Service traffic of Associate Companies was carried on International routes; 112,658 passengers and 31,896 cars, in addition to 7,500 motor-bicycles and nearly 5,000 bicycles and 641 short tons of freight were carried on Vehicle Ferry Services. There was a considerable increase of traffic on both Normal Scheduled and Colonial Coach Services which carried 65,719 and 9,990 passengers respectively. Services on Internal routes showed an increase of over 50 per cent. in the number of passengers carried, the total figure being 157,061; of these 78,136 travelled on services to and from the Channel Islands and 54,008 on services to and from the Isle of Man. Moreover, a noticeable number of passengers travelled on the Internal Services of Independent Companies on routes other than to the Channel Islands and the Isle of Man. The main part of this traffic was carried by Hunting-Clan Air Transport Ltd. on their Internal Services between Newcastle and London, Manchester and Glasgow.

13. The considerable increase in traffic shown by these figures for the Independent Companies operating Scheduled Services is not surprising, when account is taken of the natural growth of air traffic and of the fact that it took some time for the effects of the Government's present policy for civil air transport, which gave increased opportunities to Independent Companies to operate Scheduled Air Services, to become apparent. It is probable, moreover, that the comparable traffic figures for 1955-56 will again show a considerable

increase if only because of the greater number of applications, particularly for Inclusive Tour Services considered by the Council and approved by the Minister during the current year.

14. By far the greatest part of the total effort devoted to the provision of Scheduled Services by U.K. Operators continued as a matter of course to come from B.O.A.C. and B.E.A. Indeed the Terms of Reference enjoined the Council to see that any new Scheduled Services approved for the Independent Air Transport Companies did not impair the international networks of the two Airways Corporations. The Independent Companies were for the most part engaged on short haul routes and their total output was relatively small compared to that of B.O.A.C. and B.E.A. whose own applications to the Council were concerned with only a small proportion of their services. In the period from 1st April, 1954 to 31st March, 1955 the Independent Companies carried 366,470 passengers and operated 11,978,000 load short ton miles as against 252,550 passengers and 8,100,000 load short ton miles in the preceding twelve months. B.E.A. in 1954-55 carried 1,874,316 passengers and operated 63,063,000 load short ton miles compared with 1,656,779 passengers and 53,119,000 load short ton miles in 1953-54. The comparable figures for B.O.A.C. were 291,010 passengers and 133,305,000 load short ton miles in 1954-55 and 290,156 passengers and 136,068,000 load short ton miles in 1953-54.

15. Of the applications considered by the Council during the period covered by this Report over a quarter were for Inclusive Tour Services. There was increased interest by Independent Companies in this type of service, a continuation of a trend which had become perceptible during the previous year. Inclusive Tour Services are services on which the passenger pays an inclusive charge for air transport, hotel accommodation and motor-coach transport, if any, and the applications are submitted by the aircraft operating companies in conjunction with particular Travel Agents. A considerable number of the applications for such services submitted during the year 1954-55 were for the carriage of passengers to Continental destinations where they embarked on motor-coach tours of various parts of Europe. Two Companies appeared to be mainly interested in the carriage of this type of tour. Up to December most applications for Inclusive Tour Services, many of which were to be on routes on which Normal Scheduled Services were operated by the Corporation were opposed by B.E.A., who claimed that approval of such services would lead to material diversion of traffic from their own Normal Scheduled Services which could carry the Inclusive Tour passengers. The applicants for their part maintained that the Inclusive Tour traffic which they intended to carry, particularly where it consisted of passengers booked on motor-coach tours, was not the type of traffic which could well be carried by the Corporation. They also claimed, despite the statements made by B.E.A. to the contrary, that it was often impossible, even with appropriate warning, to make suitable block bookings of seats for Inclusive Tours on B.E.A.'s Normal Scheduled Services, without giving the names of the intending passengers when the bookings were made, a requirement which the Travel Agent could not fulfil until his tours had been sold. A considerable number of Hearings were held by the Council at which the arguments of the parties concerned in the applications for Inclusive Tour Services to various European countries were stated at length. In December, possibly as a sequel to some of the Hearings the Corporation decided to alter their attitude. They informed the Council that they did not intend henceforward to oppose on grounds of possible diversion of traffic, applications for Inclusive Tour Services, even where those services were to be operated on B.E.A. routes, provided that the flights were to be flown on Fridays, Saturdays or Sundays during the months of July, August

and September only. They would, however, oppose applications for Inclusive Tour Services to be operated at any other times whenever they considered that such services might materially divert traffic from them. The Corporation gave an assurance to the Council that at all times, other than Fridays, Saturdays and Sundays during the three peak Summer months, they would, provided suitable notice was given, make block bookings of seats for Inclusive Tour traffic on their Normal Scheduled Services without insisting on the names of the intending passengers being provided at the time that the initial booking was made. It should be added that the Corporation stated that they might still object to applications for Inclusive Tour Services, even if they were only to be operated at the Summer week-ends, on grounds other than material diversion of traffic, e.g., where approval of the proposed Inclusive Tour Service might possibly result in restrictions or other adverse effects on the operating position of B.E.A. in the country concerned.

16. The general outcome of the Hearings and the recommendations of the Council was that a much greater number of Inclusive Tour Services were approved by the Minister than in previous years. The Council are convinced that the traffic which will for the most part be carried on these services will not be traffic which B.E.A. would ordinarily carry or which would in most other circumstances travel by air at all. They consider that these services should be of value in stimulating the interests of new sections of the public in air transport and that they may therefore in the long run prove to be of indirect benefit to the Airways Corporations. For the most part, Inclusive Tour Services were recommended for operation in 1955 only, though this was not intended in any way to prevent Companies from submitting fresh applications for similar services in later years. It may prove possible, when further information is available from traffic figures for the Summer of 1955 about their effects on the Normal Scheduled Services of established Operators, to approve Inclusive Tour Services for slightly longer periods than hitherto. The Council feel, nevertheless, that in view of the relationship between the Air Transport Companies and the Travel Agents and the seasonal character of the tours these services are essentially short term operations.

17. The Council have noted that some of the All Freight Services previously approved on their recommendation have now commenced. During the year covered by this Report, the Council made recommendations on a few applications for All Freight Services to be operated on an area to area basis. Services of this type were approved for Hunting-Clan Air Transport Ltd. between the United Kingdom and parts of Africa and for Silver City Airways Ltd. between the U.K. and parts of Northern Europe. The Council feel that these services, which are to be of a relatively new type, and which the applicants intend to operate on a basis somewhat analogous to tramp shipping, may well in the long run prove to be of real value in fostering the development and expansion of British Civil Aviation.

18. In the course of the year, the Council received various applications for Normal Scheduled Services, some of which were for services to Continental destinations from Provincial cities in the United Kingdom. These latter applications often raised difficult considerations, as under the Terms of Reference it was necessary for the Council to determine the extent to which these traffic areas might be already catered for by existing services and also the effect on those existing services which the proposed new services might have. In the event, while a number of new Normal Scheduled Services were approved, an even greater number had to be rejected, though in some cases this was because of difficulties in securing the agreement of Foreign Authorities to their operation. The rejection of such applications did not necessarily mean that at a later date, when circumstances might have changed, fresh

applications for somewhat similar services might not be successful. It did, however, appear that, though there were some opportunities for the operation of new Normal Scheduled Services on other than Cross-Channel routes, the scope for these services was necessarily limited, because of the requirements of the Terms of Reference and difficulties in obtaining some of the necessary traffic rights. The Council do, however, feel it desirable to draw attention to one new development in this field. They had before them a few applications for Normal Scheduled Services on short Cross-Channel routes, which were designed to link with motor-coach services, thereby providing a cheaper though less speedy and less comfortable through journey to Continental centres than that provided by existing direct Normal Scheduled Services. It was intended that I.A.T.A. fares should be charged for the air portion of the journeys. The Council considered that these proposals were of real interest and might well introduce air travel to a large new section of the travelling public. They felt able, within their Terms of Reference, to recommend approval of one such service.

19. As in previous years, Silver City Airways Ltd., as the Operator of several Cross-Channel Vehicle Ferry Services, was responsible for a high proportion of the total traffic carried by Independent Companies operating Scheduled Air Services. During the year a new Vehicle Ferry Service between Scotland and Northern Ireland was approved for the Company. Another Operator, Air Charter Ltd., also for the first time entered this particular field of operation.

20. The first applications for Helicopter Services were a notable feature of the year. Four of these services, three for operation by British European Airways, and one by Silver City Airways Ltd., were approved. They were all mainly experimental in purpose, at least for the initial period.

21. Looking back on their year's work, the Council hope that by their recommendations they have contrived to foster the growth of air transport in the United Kingdom and that they have been able to recommend approval of worthwhile services for Independent Air Transport Companies, whilst at the same time allowing natural expansion to the International networks of the Airways Corporations. The number of applications which the Council have received both from the Airways Corporations and from Independent Companies shows clearly that there is still opportunity for new development in several directions. There have also been numerous requests for amendments to existing services several of which have raised issues of importance. As the outcome of their recommendations the Council feel sure that, though there have probably been disappointments in some quarters, the year's work will prove to have been of real benefit to both Independent Companies and the Airways Corporations.

REPRESENTATIONS RECEIVED FROM THE PUBLIC

22. During the year ending 31st March, 1955, five representations were received from members of the public about the adequacy of the services provided by the Airways Corporations or by Independent Companies operating Scheduled Services. Three concerned such questions as delays on B.E.A.'s services between London and Edinburgh and between Birmingham and the Channel Islands, and information given by the Corporation in answer to an enquiry made on behalf of an intending passenger about the air pressure in the cabin of pressurised aircraft. Another representation was about the booking arrangements on the Normal Scheduled Service of East Anglian Flying Services Ltd. between Southend and Ostend. The Council gave careful consideration to all these cases, obtaining detailed explanations from the

Corporation or the Company concerned. They made a full report of their conclusions to the Minister. They did not consider that in any of these instances a formal recommendation was justified.

23. In November, 1954, the Council received a representation from the Scottish Covenant Association about the proposed closure by B.E.A. of their Engineering Maintenance Base at Renfrew. The Association claimed that the closure would seriously worsen the regularity, dependability and price of the Highland air transport service. The Council decided it was their duty under Section 12 of the Civil Aviation Act, 1949, to consider this representation. They obtained information from B.E.A. and from the Association. The Council bore in mind that they were concerned only with the effect which the closure of the Renfrew Base might have on the air services operated by B.E.A. in the Highlands of Scotland and not with any other aspects of the question. They reported their conclusions to the Minister.

QUESTIONS REFERRED TO THE COUNCIL BY THE MINISTER

24. The Council had no report to make under this heading.

ACKNOWLEDGEMENTS

25. During the year, the Council were greatly assisted by the representatives of the Airways Corporations, Independent Companies, British Independent Air Transport Association, British Transport Commission, Ministry of Transport and Civil Aviation, Channel Islands Air Advisory Council, Isle of Man Airports Board, Local Authorities and other bodies, who assisted them in their deliberations both by appearing before them at Hearings and by providing them with information. They would like once more to express their grateful thanks to those concerned.

On behalf of the Members,

TERRINGTON,

Chairman.

9th June, 1955.

APPENDICES

- APPENDIX A. Section 12 of the Civil Aviation Act, 1949.
- APPENDIX B. The Civil Aviation (Air Transport Advisory Council) Order, 1947. Extract.
- APPENDIX C. Terms of Reference issued by the Minister of Civil Aviation to the Air Transport Advisory Council on 30th July, 1952.
- APPENDIX D. Notice issued by the Air Transport Advisory Council on 31st July, 1952, of the procedure which they intended to follow when considering under the Terms of Reference of 30th July, 1952, applications to operate Scheduled Air Services.
- APPENDIX E. Applications on which recommendations were made by the Council to the Minister prior to 1st April, 1954, but on which no decisions had by that date been made.
- APPENDIX F. Applications to operate Scheduled Air Services considered by the Air Transport Advisory Council under the Terms of Reference issued on 30th July, 1952, on which recommendations were passed to the Minister of Transport and Civil Aviation during the period from 1st April, 1954, up to 31st March, 1955.

APPENDIX A

CIVIL AVIATION ACT, 1949

Section 12, Air Transport Advisory Council *[Formerly Section 36 of the Civil Aviation Act, 1946]*

CONSTITUTION

Sub-section (1). His Majesty may by Order in Council provide for the constitution of an Air Transport Advisory Council consisting of a chairman, who shall be appointed by the Lord Chancellor and who shall be a barrister, advocate or solicitor of not less than seven years' standing, and such number of members appointed by the Minister (not being less than two nor more than four) as may be determined in accordance with the Order.

Of the members of the Council appointed by the Minister, at least one shall be a person of experience in the operation of air transport services, and at least one shall be a person of experience in the operation of other transport services.

No member of any of the Airways Corporations, and no person employed by any of the Airways Corporations, shall be qualified to be a member of the Council.

TERMS OF REFERENCE

Sub-section (2). It shall be the duty of the Air Transport Advisory Council to consider any representation from any person with respect to the adequacy of the facilities provided by any of the Airways Corporations, or with respect to the charges for any such facilities:

Provided that the Council shall not be required by this sub-section to consider any such representation if, in their opinion, it is frivolous or vexatious or if, in their opinion, the matters to which the representation relates have been already sufficiently considered by the Council, or if, in their opinion, it is inexpedient that they should consider the representation on the ground that the matters to which it relates are for the time being regulated by any international agreement to which His Majesty's Government in the United Kingdom is a party.

Sub-section (3). It shall be the duty of the Air Transport Advisory Council to consider any question which may be referred to the Council by the Minister, being:—

(a) a question relating to facilities for transport by air in any part of the world, or relating to the charges for such facilities; or

(b) a question which in the opinion of the Minister requires consideration with a view to the improvement of air transport services.

Sub-section (4). When the Council have considered any such representation or question as aforesaid, they shall report to the Minister upon their conclusions, and shall make such recommendations to the Minister in connection with those conclusions as they think expedient.

Sub-section (5). The Council may with the approval of the Minister appoint such assessors as they think expedient for the purpose of securing that they are properly advised with respect to matters affecting the interests of persons who use air transport services, or of any class of such persons, and the interests of technical, professional, industrial and commercial bodies (including those of organised labour) directly concerned with the provision of air transport services.

Sub-section (6). Any Order made under this section may contain such incidental and consequential provisions, including provisions for the payment of remuneration to members of the Council out of moneys provided by Parliament, provisions for the payment out of such moneys of expenses incurred in connection with the appointment of assessors by the Council, and provisions for determining the procedure of the Council, as His Majesty thinks expedient.

The procedure of the Council shall be such as to secure that no member of the Council shall sit to consider any representation or question which it is the duty of the Council to consider, if, in respect of the matters to which the representation or question relates, he has any special interest such as may tend to interfere with his impartial consideration of the representation or question.

Sub-section (7). The Council shall be furnished by the Minister with such accommodation as appears to him to be requisite for the proper discharge of their functions, and with such clerks, officers and staff as appear to him, with the concurrence of the Treasury as to numbers, to be requisite for that purpose, and the Minister shall pay to the clerks, officers and staff of the Council such remuneration as he may with the approval of the Treasury determine.

Sub-section (8). The Minister shall provide the Council with such information and other assistance as he thinks expedient for the purpose of assisting the Council to discharge their functions; and each of the Airways Corporations shall keep the Council informed of all services which are provided by them or which they intend to provide, and of the charges which the Corporation make or propose to make for any such services.

Sub-section (9). The Council shall make an annual report to the Minister of their proceedings, and the Minister shall lay the report before each House of Parliament together with a statement of any action which has been taken by him in consequence of any recommendations submitted to him by the Council during the period to which the report relates.

Sub-section (10). A draft of any Order proposed to be made under this section shall be laid before Parliament.

APPENDIX B

EXTRACT FROM THE CIVIL AVIATION (AIR TRANSPORT ADVISORY COUNCIL) ORDER, 1947

(S. R. and O. 1947 No. 1224)

PART I

CONSTITUTION OF COUNCIL AND FINANCIAL PROVISIONS

Article 1

(1) There shall be constituted an Air Transport Advisory Council (hereinafter called "the Council") which shall consist of a chairman and four other members to be appointed in accordance with and subject to the provisions of the said subsection (1).

(2) The Council shall be deemed to be constituted when the chairman and two other members have been appointed.

Article 2. A member of the Council shall hold and vacate office as such in accordance with the terms of the instrument appointing him to be a member :

Provided that

(a) a member of the Council may at any time by notice in writing under his hand addressed, in the case of the chairman, to the Lord Chancellor, and, in the case of the other members, to the Minister, resign his membership ;

(b) the office of any member shall be vacated forthwith if the member becomes a member of, or employed by, any of the three corporations ; and

(c) if the Lord Chancellor, in the case of the chairman, or the Minister, in the case of any other member, is satisfied that the member

(i) holds any office or has duties or interests which are likely to conflict with his duties as such member, or

(ii) has contravened or failed to comply with the provisions of Article 9 of this Order, or

(iii) has become bankrupt or made an arrangement with his creditors, or

(iv) is incapacitated by physical or mental illness, or

(v) has, without sufficient cause, absented himself from meetings of the Council, or

(vi) is otherwise unable or unfit to discharge the functions of a member the Lord Chancellor, in the case of the chairman, or the Minister, in the case of any other member, may declare his office as a member to be vacant and shall notify the fact in such manner as he thinks fit and thereupon the office shall become vacant.

Article 3. A member of the Council who ceases to be a member shall, unless he is disqualified by virtue of the said sub-section (1), be eligible for reappointment.

Article 4. The validity of any proceedings of the Council shall not be affected by any vacancies amongst the members thereof or by any defect in the appointment of a member thereof.

Article 5. The Minister shall, after consultation with the chairman, appoint one of the other members to be deputy chairman of the Council.

Article 6. There may be paid to the members of the Council out of moneys provided by Parliament such remuneration as the Minister may with the approval of the Treasury determine.

Article 7. There may be paid out of moneys provided by Parliament any expenses incurred with the approval of the Minister and the Treasury in connection with the appointment of assessors by the Council pursuant to subsection (5) of the said section 36.

PART II

PROCEDURE OF THE COUNCIL

Article 8. The quorum of the Council shall be two, of whom one shall be the chairman, or, if the office of chairman is vacant or the chairman is by reason of illness, absence or any other cause not available, the deputy chairman.

Article 9. No member of the Council shall sit to consider a representation question if, in respect of the matters to which the representation or question relates, he has any special interest such as may tend to interfere with his

impartial consideration of the representation or question and any member having such special interest shall notify the Minister and the Council thereof immediately on the representation being made or the question being referred to the Council, as the case may be.

Article 10.

(1) Every representation under section 36 (2) of the Act shall be sent to the office of the Council in London.

(2) On receipt of any such representation the Council may require the applicant to furnish in writing a statement of the facts on which the representation is based and any other information in his possession or control which the Council may consider relevant to the representation.

Article 11. In considering any representation or question which it is the Council's duty to consider under subsections (2) or (3) of the said section 36 the Council shall give to the applicant, to the Minister and to any other person whom the Council consider to be directly concerned in the representation or question such opportunities of making oral or written statements as the Council think fit.

Article 12.

(1) The Council may, at their discretion, hold inquiries in private or in public.

(2) Before holding a public inquiry the Council shall publish, in such newspapers and journals or by such other means as the Council may think most suitable for informing persons likely to be interested in the inquiry, notice as to the time (which shall not be less than 21 days after the first publication of the notice) the place and the subject matter of the inquiry.

Article 13. The Council may adjourn any inquiry from time to time and from place to place as they think fit and in particular for the purpose of inspecting any place or thing which is connected with the inquiry.

Article 14. The Council may delegate to the chairman and the deputy chairman or either of them the power of giving directions upon any matter arising in connection with the representation or question preliminary to the final consideration thereof by the Council, including directions as to the form and contents of any statements and of any information required by the Council for their consideration of the representation or question.

Article 15. The Council shall not make known their conclusions except in their report on the matter to the Minister.

Article 16. Subject as aforesaid the Council may determine their own procedure.

Article 17. The Council shall make records of their proceedings and shall preserve such records for such period as the Minister may direct.

APPENDIX C
**CONSIDERATION OF APPLICATIONS FOR
SCHEDULED AIR SERVICES
TERMS OF REFERENCE OF THE
AIR TRANSPORT ADVISORY COUNCIL**

It is Government policy to help forward the sound development of civil aviation, to reduce the cost of air transport to the taxpayer and to give greater opportunities to private enterprise to take part in air transport development, without in any way impairing the competitive strength of our international air services. The statutory Air Corporations ("the Corporations") have established an important position in the highly competitive field of international air transport and, by avoiding any measures that would undermine their existing international network, it is the intention that they shall retain that position. The Corporations will accordingly have reserved to them the right to provide both first and second (or tourist) class services, as defined for the purposes of the International Air Transport Association, on their existing international networks. The independent companies and the Corporations will alike be eligible to apply for the right to develop new routes not so reserved to the Corporations and all new types of scheduled services

On internal services within the United Kingdom, the Government's objective is to reduce and as far as possible eliminate the cost of these services to the taxpayer and to give special consideration to the particular requirements of certain areas. Until the Government have completed their study of the complex problem of giving effect to this policy, British European Airways will continue to provide services on their existing internal network, but independent companies will be able to apply under the new arrangements for long term rights to provide services which do not materially divert traffic from B.E.A.'s internal services. They will not be affected, as before, by B.E.A.'s planned development of routes on which they have not yet operated. No subsidies will be granted to independent companies obtaining rights to operate scheduled services within the sphere of opportunity now presented.

2. The Minister proposes for the time being to implement this policy by an extension of the arrangements under which the Corporations appoint independent operators as Associates under Section 15 (3) of the Air Corporations Act, 1949.

Applications by independent companies for Associate Agreements will, as before, be considered in the first place by the Air Transport Advisory Council, who will make recommendations to the Minister, whose decision will be final.

3. Schedule 'A' to this document specifies routes on which, under the Government's new policy, the Corporations will have reserved to them the right to operate normal scheduled services, providing for passengers at first and/or second class (tourist) fares, as defined for the purposes of the International Air Transport Association, mail and supplementary freight (hereinafter referred to as "normal scheduled services"). Schedule 'B' specifies the routes on which the Corporations will have the right to operate "all-freight" services.

The Minister will be prepared to consider under these arrangements, proposals for:—

(i) The operation by independent companies on any internal route of services which would not materially divert traffic from either British European Airways on internal services or from independent companies already authorised to operate, under current Associate Agreements.

(ii) The operation by B.E.A. of services on any new internal route, not forming part of their approved network and not approved for an independent company under a current Associate Agreement, provided that such services would not materially divert traffic from independent companies authorised to operate under current Associate Agreements.

(iii) The operation by independent companies, to places outside the British Islands, of "normal scheduled services" on any route which is not specified in Schedule 'A' or for which another operator has not been already approved for such services or which is not designed to cater primarily for the same traffic areas as a route so specified or approved.

(iv) The operation by a Corporation to places outside the British Islands of "normal scheduled services" on any new route not forming part of their approved network and for which no independent company has been authorised to provide "normal scheduled services", provided that such a service is not designed to cater primarily for the same traffic areas as a route so authorised.

(v) The operation of a "Colonial Coach" class passenger service by an independent company or by one of the Corporations along any route, whether included in Schedule 'A' or not, provided the proposed service is of such a nature as to generate a new class of passenger traffic without material diversion of traffic from the "normal scheduled services" of any other previously approved U.K. operator, and does not involve the right to pick up or set down passenger traffic in territories where relations with the U.K. are governed by bilateral Air Transport Agreements and/or where fares are subject to International Air Transport Association arrangements. For this purpose a "Colonial Coach" class service will have to be:—

(a) a lower class of service than that of normal scheduled services, e.g. as regards type of aircraft, shorter stage lengths, passenger amenities, baggage allowance etc., and

(b) operated to a stated frequency closely related to the requirements of the new class of traffic in the territories in which rights may be exercised and at a fare not exceeding a fixed sum (without rebates) low enough to ensure dependence on the new class of traffic.

(vi) The operation by a Corporation or by an independent company on any route (including those specified in Schedule 'A') of services confined to the carriage of passengers who pay an inclusive charge for air transport and hotel accommodation, other than "night-stop" accommodation incidental to a normal scheduled journey (i.e. Inclusive Tour services), provided that such services are not likely materially to divert traffic which would otherwise be carried by any operator already authorised for the route.

(vii) The carriage of freight traffic by a Corporation or by an independent company either as an exclusive load, or as a supplementary load on services authorised under (v), (vi) or (viii), provided the position of any previously authorised operator is not likely to be undermined.

(viii) The operation on any route of vehicle ferry services which may also provide for the carriage of incidental passengers so limited in number as to avoid material diversion of passenger traffic from other authorised services.

(ix) The operation by a Corporation or an independent company on any route of a service from which a Corporation or independent company has withdrawn for other than temporary or seasonal reasons.

(x) The operation by a Corporation or by an independent company on any route of a helicopter service irrespective of the existence of a fixed wing aircraft service.

4. The Minister's approval of an Associate Agreement between an independent operator and one of the Corporations will be subject to his being satisfied that:—

(i) The applicant's equipment, personnel, organisation and operating standards are adequate to meet the requirements of the Civil Aviation Act, 1949, and any orders and regulations made thereunder throughout the period for which the Associate arrangement is approved.

(ii) There is no foreign investment or other foreign interest in the undertaking applying for an Associate Agreement, except with the Approval of the Minister.

(iii) (a) The terms and conditions of service of employment of persons employed by the applicant contained in any agreement for the time being in force between the applicant and organisations representative of the persons employed, are not less favourable than those contained in agreements negotiated through the machinery of the National Joint Council for Civil Air Transport for persons employed in comparable work.

(b) Except in so far as the terms and conditions of employment of persons employed by the applicant are in accordance with any such agreement as aforesaid, such terms and conditions are not less favourable than the terms and conditions observed by the Corporations in the case of persons engaged in comparable work.

(iv) On international services, the fares, freight rates and associated commercial regulations will comply with any agreement between the United Kingdom and the other countries served, or, where no such agreement is in force, with the appropriate fares, freight rates and associated commercial regulations prescribed by the International Air Transport Association for services to which the fare and rate-fixing procedures of I.A.T.A. should apply.

(v) The rates for the carriage of mail are comparable with those charged by the Corporations for the carriage of mail on similar services.

(vi) On routes of public importance, the applicant has the necessary financial resources to provide and maintain adequate services of the standard necessary to fulfil his obligations to the public on an enduring basis.

5. As applications are received for the operation of services the Minister wishes the Air Transport Advisory Council, if satisfied that the application, either in the terms submitted or in some modified form, is within the scope of paragraph 3 above, to examine each application and

(i) to consider whether the application fulfils or is likely to fulfil, if approved by the Minister, the conditions outlined in paragraph 4 above, and if so,

(ii) to recommend to the Minister whether he should approve the application in the terms submitted by the applicant or in some modified form, or whether he should refuse it, having regard to:—

(a) the requirements of the public for air transport in the area through which the proposed services would operate;

(b) The availability of ground and navigational or other facilities and the need for the avoidance of new expenditure on such facilities in connection with the proposal;

(c) The degree of efficiency adequacy and regularity of the air services (if any) already provided in the area through which the proposed services are to be operated, whether by the applicant or other operators ;

(d) The period for which any such services have been operated by the applicant or other operator ;

(e) The extent to which it is probable that the applicant will be able to provide a satisfactory service in respect of continuity, safety and regularity of operation, frequency and punctuality, reasonableness of charges and general efficiency, taking into account the manner in which the applicant has performed any services for which he may have been previously authorised ;

(f) The type of aircraft proposed to be used on the services ;

(g) The amount of traffic and gross revenue on which the application is based ;

(h) The suitability of the maximum and minimum fares and rates proposed for the sale of passenger or freight space on the proposed service, having regard to the provisions of sub-paragraph (v) of paragraph 3 and sub-paragraph (iv) of paragraph 4 and on internal services to the fares and rates charged by other air operators serving the same area ;

(i) The terms or limitations of any relevant air transport or other relevant agreement for the time being in force between Her Majesty's Government in the United Kingdom and any country outside the U.K. ;

(j) Any other matters relevant to the consideration of the application which the Minister may from time to time request the Council to examine.

(iii) To recommend the period for which the Minister's approval of an application should be given, which shall not normally be more than seven years. Where the applicant can satisfy the Council that there are special reasons for a period longer than seven years, any period not exceeding ten years may be recommended.

Ministry of Civil Aviation.

30th July, 1952.

SCHEDULE "A" OF CORPORATIONS ROUTES

Part I—British Overseas Airways Corporation

LONDON—Frankfurt or Zurich—Rome—Cairo or Beirut or Damascus—Basra or Bahrein—Karachi—Calcutta—Singapore—Jakarta—Darwin—SYDNEY.

LONDON—Frankfurt or Zurich—Rome—Cairo or Beirut or Damascus—Basra or Bahrein—Karachi—Delhi—Calcutta or Dacca—Rangoon—Bangkok—Hong Kong—Okinawa—TOKYO.

LONDON—Frankfurt and/or Rome—Cairo or Beirut or Damascus—Basra or Bahrein—Karachi—Calcutta or Dacca—Rangoon—Bangkok—HONG KONG.

LONDON—Frankfurt and/or Rome—Cairo or Beirut or Damascus—Basra or Bahrein—Karachi—Delhi—Calcutta or Dacca—Rangoon—Bangkok—SINGAPORE.

LONDON—Frankfurt and/or Rome—Cairo or Beirut or Damascus—Basra or Bahrein—Karachi—Bombay—Colombo—SINGAPORE.

LONDON-Frankfurt and/or Rome-Cairo or Beirut or Damascus-Basra or
 Bahrein-Karachi-BOMBAY or COLOMBO.
 LONDON-Frankfurt and/or Rome-CAIRO or TEL AVIV.
 LONDON-Frankfurt and/or Rome-Tel Aviv-TEHERAN.
 LONDON-Frankfurt and/or Rome-Beirut or Damascus-BAGHDAD.
 LONDON-Frankfurt and/or Rome-Beirut or Damascus-Kuwait-BAHREIN.
 LONDON-Frankfurt and/or Rome-Cairo or Beirut-Khartoum-ENTEBBE
 and/or NAIROBI.
 LONDON-Frankfurt and/or Rome-Cairo or Beirut-Khartoum-Entebbe or
 Nairobi-Livingstone-JOHANNESBURG.
 LONDON-Tripoli-Kano-Brazzaville-Livingstone-JOHANNESBURG.
 LONDON-Tripoli-Kano-LAGOS and/or ACCRA.
 LONDON-LISBON.
 LONDON-MONTREAL.
 LONDON-NEW YORK.
 LONDON-Prestwick or Shannon-Keflavik and/or Gander-MONTREAL.
 LONDON-Prestwick or Shannon-Keflavik and/or Gander-BOSTON and/or
 NEW YORK.
 LONDON-Prestwick or Shannon-Keflavik to points in Canada-Alaska-Aleutians
 to points in Japan-SHANGHAI and/or HONG KONG.
 LONDON-Prestwick or Shannon-Keflavik and/or Gander-New York-San
 Francisco-Honolulu-Manila-HONG KONG and/or SINGAPORE.
 LONDON - New York - San Francisco - Honolulu - Fiji Islands - AUCKLAND
 and/or SYDNEY.
 LONDON-Prestwick or Shannon-Keflavik and/or Gander-New York-
 BERMUDA or NASSAU.
 LONDON-Prestwick or Shannon-Keflavik and/or Gander-New York-Nassau-
 Montego Bay-KINGSTON.
 LONDON-Prestwick or Shannon-Keflavik and/or Gander-Bermuda-Nassau-
 Montego Bay-KINGSTON.
 LONDON-Lisbon-Azores-Bermuda-Nassau-Montego Bay-KINGSTON.
 LONDON-Lisbon-Casablanca-Dakar-Recife-RIO DE JANEIRO.
 LONDON - Madrid - Lisbon - Casablanca - Dakar - Recife - Rio de Janeiro - Monte-
 video-BUENOS AIRES and/or SANTIAGO.

Note : B.O.A.C. may omit any intermediate point in the above routes.

Part II—British European Airways Corporation

LONDON-Barcelona.
 LONDON-Bordeaux-Madrid and/or Gibraltar.
 LONDON-Bordeaux-Palma.
 LONDON-Zurich.
 LONDON-Geneva.
 LONDON-Basle.
 LONDON-Zurich-Vienna.
 LONDON-Paris.
 LONDON-Nice.
 LONDON-Deauville.
 LONDON-Dinard.
 LONDON-Le Touquet.
 LONDON-Bordeaux.
 LONDON-Brussels.

LONDON—Brussels and/or Dusseldorf and/or Berlin.
 LONDON—Brussels and/or Cologne and/or Berlin.
 LONDON—Brussels and/or Hanover and/or Berlin.
 LONDON—Brussels—Frankfurt.

LONDON—Amsterdam.

LONDON—Amsterdam and/or Hamburg and/or Berlin.
 LONDON—Amsterdam and/or Hanover and/or Berlin.
 LONDON—Berlin.
 LONDON—Frankfurt.
 LONDON—Dusseldorf and/or Munich.

LONDON—Copenhagen.

LONDON—Copenhagen—Stockholm.
 LONDON—Stockholm.

LONDON—Oslo.

LONDON—Rome.
 LONDON—Milan.
 LONDON—Nice and/or Rome—Malta.
 LONDON—Nice and/or Rome and/or Catania—Malta.
 LONDON—Nice and/or Rome—Athens.
 LONDON—Nice and/or Rome—Athens—Istanbul.
 LONDON—Nice and/or Rome—Athens—Cyprus.
 LONDON—Malta—Tripoli—Benghazi and/or Cairo.

*BELFAST	}	Amsterdam.
*GLASGOW (Prestwick or Renfrew)		Zurich.
*MANCHESTER		Geneva.
*BIRMINGHAM		Paris.

* may be operated via London.

SCHEDULE " B " OF CORPORATIONS ROUTES

Part I—British Overseas Airways Corporation

LONDON—Nice—Tripoli—Cairo—Bahrein—Karachi—Delhi—Calcutta—Bangkok—Singapore.

Part II—British European Airways Corporation

LONDON—Amsterdam—Hamburg—Berlin.
 LONDON—Amsterdam—Hamburg—Copenhagen—Stockholm.
 LONDON—Paris.
 LONDON—Brussels—Hanover.
 LONDON—Nice—Rome—Malta.
 LONDON—Milan.
 LONDON—Rome.
 LONDON—Nice—Rome—Athens.
 LONDON—Nice—Rome—Athens—Istanbul.
 LONDON—Paris—Milan.
 LONDON—Zurich—Vienna.

APPENDIX D

AIR TRANSPORT ADVISORY COUNCIL

PROCEDURE TO BE FOLLOWED BY THE AIR TRANSPORT ADVISORY COUNCIL WHEN CONSIDERING APPLICATIONS TO OPERATE SCHEDULED AIR SERVICES

The Air Transport Advisory Council give notice that, in accordance with the general arrangements announced in Parliament on 27th May, 1952, concerning the development of air transport, the Minister of Civil Aviation has now issued to them Terms of Reference and that they are, therefore, ready to receive applications from the Airways Corporations and British air transport companies to operate scheduled services and inclusive tours. The Council will consider all applications in accordance with the Terms of Reference and will make recommendations to the Minister, whose decisions will be final.

2. Applications must be made on a standard form, copies of which can be obtained from the Secretary at 9, Buckingham Gate, London, S.W.1.* Applications should be made as soon as possible and in no case less than three months before the proposed starting date of an internal service or less than four months before the proposed starting date of an international service. Exceptionally, however, the Council will at their discretion accept, not less than 21 days before the proposed starting date of the service, applications for short term services, not exceeding a period of 14 days operation wholly within the United Kingdom.

3. The Council will as soon as possible after receipt publish in "The Times", "The Aeroplane" and "Flight" the main particulars of all applications which appear to them to be eligible for consideration under their Terms of Reference, except of those relating to such short term services referred to in paragraph 2 above as do not appear to affect the interests of other operators. Further details of applications, except for such information as is allowed to be given by the applicants in confidence, may be obtained from the Secretary of the Council. Persons having an interest in an application may submit in writing to the Council within 14 days from the date of advertisement any representations or objections which they desire to make. Such representations or objections must include a statement of reasons. The Council will, as appropriate, notify the applicant of any objections or representations.

4. Should the Council decide that an enquiry is desirable, at which the applicant and interested parties may appear to state their cases, they will hold one, either in public or in private according to the particular circumstances. If the enquiry is to be held in private, they will give not less than seven days' notice to the applicant and to such other persons as the Council consider have indicated a valid interest in the application. If it is to be held in public, not less than 21 days' notice will be given by public advertisement in "The Times", "The Aeroplane" and "Flight".

5. The Council will decide in private upon their recommendations to the Minister, who will convey his decision on the Council's recommendations to the applicant and to any persons who have made representations or objections on the application. The Council cannot undertake that their recommendations will be made within any stated period but every endeavour will be made to deal with applications as speedily as possible.

31st July, 1952

* Present Address:—3 Deans Yard, Westminster, London, S.W. 1.

APPENDIX E

APPLICATIONS ON WHICH RECOMMENDATIONS WERE MADE BY THE
AIR TRANSPORT ADVISORY COUNCIL TO THE MINISTER OF
TRANSPORT AND CIVIL AVIATION PRIOR TO 1ST APRIL, 1954, BUT
ON WHICH NO DECISIONS HAD BY THAT DATE BEEN MADE

<i>Appli- cation No.</i>	<i>Company</i>	<i>Route</i> * = technical or customs stop only	Decision now taken by the Minister on recom- mendation of the Council
1. NORMAL SCHEDULED SERVICES ON INTERNATIONAL AND OVERSEAS ROUTES			
58	Aquila Airways Ltd.	Southampton-Lisbon (as part of existing Southampton-Madeira normal scheduled service).	Decision not available.
255	Air Charter Ltd. ...	London (Stansted)-Rabat- Accra-Lagos.	Not approved.
2. COLONIAL COACH SERVICES			
251	Air Charter Ltd. ...	London (Stansted)-Tripoli*- Lagos.	Not approved.

APPENDIX F

APPLICATIONS TO OPERATE SCHEDULED AIR SERVICES CONSIDERED
BY THE AIR TRANSPORT ADVISORY COUNCIL UNDER THE TERMS
OF REFERENCE ISSUED ON 30TH JULY, 1952, ON WHICH RECOMMENDA-
TIONS WERE PASSED TO THE MINISTER OF TRANSPORT AND CIVIL
AVIATION DURING THE PERIOD FROM 1ST APRIL, 1954 TO 31ST
MARCH, 1955

<i>Appli- cation No.</i>	<i>Company</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council. (Subject in certain cases to authorisation by the foreign and other Administrations concerned)
1. NORMAL SCHEDULED SERVICES ON INTERNATIONAL AND OVERSEAS ROUTES			
11/1	Air Kruise (Kent) Ltd.	Lympne- $\left\{ \begin{array}{l} \text{Le Touquet} \dots \dots \\ \text{Ostend} \dots \dots \\ \text{Calais} \dots \dots \end{array} \right.$	Amendment approved to permit the use of Dakota aircraft.
296	Airlines (Jersey) Ltd.	Jersey-Bilbao (Sondica) ...	
313	Airlines (Jersey) Ltd.	Southampton (Eastleigh)-St. Brieuc.	Approved for nine years.
314	Airlines (Jersey)	Bournemouth (Hurn)-Dinard ...	Approved for nine years.
390	Airlines (Jersey) Ltd.	Jersey and/or Guernsey and/or Alderney-Cherbourg.	Approved for nine years.

<i>Appli- cation No.</i>	<i>Company</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council. (Subject in certain cases to authorisation by the foreign and other Administrations concerned)
1. NORMAL SCHEDULED SERVICES ON INTERNATIONAL AND OVERSEAS ROUTES —continued			
40/1	Airlines (Jersey) Ltd.	London (Gatwick)—Southampton† —Alderney—Guernsey and/or Jersey—St. Brieuc†—Lannion†— Brest†. Manchester (Ringway)—Coventry† —Bournemouth—Guernsey and/or Jersey—Dinard†—Rennes†—La Baule†. Exeter—Guernsey and/or Jersey— Caen†—Paris. Manchester (Ringway) and/or Coventry—Weston super Mare† —Exeter.	Amendment approved to permit the use of Dakota aircraft, in addition to D.H.89 and D.H. Heron aircraft already autho- rised, on Fridays, Saturdays and Sundays during the period 1.6.54 to 30.9.54.
42/2	Airlines (Jersey) Ltd.	Exeter—Guernsey and/or Jersey— Caen—Paris.	Amendment approved to permit an extension of the service from Exeter to Plymouth.
312	Aquila Airways Ltd.	Southampton (Marine)—Genoa and/or Santa Margherita.	Approved for seven years.
151/1	Aquila Airways Ltd.	Southampton (Marine)—Lisbon— Madeira—Las Palmas.	Amendment approved to permit at Company's discretion flights between Southampton and Las Palmas direct or via a traffic stop at Lisbon.
322	Airwork Ltd. ...	London Airport—Geneva—Rome— Nicosia—Abadan.	Not approved.
330	Airwork Ltd. ...	London Airport—Biarritz*—Tangier —Casablanca—Las Palmas (Gando)—Port Etienne*—Dakar— Bathurst†—Freetown—Roberts- field*—Accra.	Company offered a service ter- minating at Freetown only and without traffic rights between London and Tangier and Las Palmas which they decided not to operate.
319	B.K.S. Air Trans- port Ltd.	Southend—Le Touquet	Not approved.
324	B.K.S. Air Trans- port Ltd.	Newcastle and/or West Hartlepool —Leeds†—Southend*—Knocke Le Zoute and/or Ostend.	Approved for six years.
325	B.K.S. Air Trans- port Ltd.	Southend—Knocke Le Zoute and/or Ostend	Not approved.
370	B.K.S. Air Trans- port Ltd.	Southend—Amsterdam	Not approved.
411	Cambrian Air Ser- vices Ltd.	Cardiff and/or Bristol—Southamp- ton†—Nice (Le Var).	Approved for nine years.
412	Cambrian Air Ser- vices Ltd.	Southampton and/or Exeter— Dublin.	Not approved.
28/1	Cambrian Air Ser- vices Ltd.	Cardiff—Dinard	Amendment approved to allow inclusion of traffic stop at Bristol alternative or additional to that at Cardiff.
395	Dragon Airways Ltd.	Liverpool (Speke)—Dublin*—Cork	Not approved.
444	Dragon Airways Ltd.	Liverpool (Speke)—Amsterdam (Schiphol).	Not approved.
268	Eagle Aviation Ltd.	Manchester—Nice	Not approved.

<i>Application No.</i>	<i>Company</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council. (Subject in certain cases to authorisation by the foreign and other Administrations concerned)
1. NORMAL SCHEDULED SERVICES ON INTERNATIONAL AND OVERSEAS ROUTES —continued			
269	Eagle Aviation Ltd.	Birmingham-Lille-Munich-Vienna	Approved for seven years.
270	Eagle Aviation Ltd.	Birmingham - Brussels - Frankfurt	Not approved.
271	Eagle Aviation Ltd.	Birmingham - Hamburg - Copenhagen.	Not approved.
272	Eagle Aviation Ltd.	Birmingham-Oslo-Stockholm ...	Not approved.
273	Eagle Aviation Ltd.	Birmingham - Lyons - Barcelona - Tangier.	Not approved.
274	Eagle Aviation Ltd.	Birmingham - Bordeaux - Madrid-Lisbon.	Not approved.
275	Eagle Aviation Ltd.	Manchester-Lille-Munich-Vienna	Approved for seven years.
276	Eagle Aviation Ltd.	Manchester-Brussels-Frankfurt ...	Not approved.
277	Eagle Aviation Ltd.	Manchester - Hamburg - Copenhagen.	Not approved.
278	Eagle Aviation Ltd.	Manchester-Oslo-Stockholm ...	Not approved.
279	Eagle Aviation Ltd.	Manchester - Lyons - Barcelona - Tangier.	Not approved.
280	Eagle Aviation Ltd.	Manchester - Bordeaux - Madrid - Lisbon.	Not approved.
373	Eagle Aviation Ltd.	London (Blackbushe) - Luxembourg-Innsbruck (Hotting).	Approved for seven years (Summer only).
374	Eagle Aviation Ltd.	London (Blackbushe) - Lyons* - Venice (San Nicolo and Treviso).	Not approved.
375	Eagle Aviation Ltd.	London (Blackbushe) - Lyons* - Pisa.	Not approved.
447	Eagle Aviation Ltd.	London (Blackbushe) - Lyons* - Venice (San Nicola and Treviso).	Not approved.
376	Eagle Aviation Ltd.	London (Blackbushe) - Lyons* - Turin.	Not approved.
350	East Anglian Flying Services Ltd.	Ipswich-Southend-Le Touquet ...	Approved for seven years.
361	East Anglian Flying Services Ltd.	Portsmouth-Shoreham-Le Touquet	Approved for seven years (Summer only).
452	East Anglian Flying Services Ltd.	Ipswich - Southend† - Rotterdam and/or Ypenburg.	Decision not available.
291	Fairways (Jersey) Ltd.	Jersey-Guernsey-Dinard ...	Not approved.
364	Fairways (Jersey) Ltd.	Jersey-Guernsey-Dinard ...	Not approved.
281	Flightways Ltd. ...	Southampton - Le Havre and/or Deauville.	Approved for 20 months.
303	Flightways Ltd. ...	Southampton (Eastleigh)-Dinard (Pleurtuit).	Not approved.
331	Hunting-Clan Air Transport Ltd.	London Airport - Biarritz* - Tangier-Casablanca-Las Palmas (Gando)-Port Etienne*-Dakar-Bathurst† - Freetown - Robertsfield*-Accra.	Company offered a service terminating at Freetown only and without traffic rights between London and Tangier and Las Palmas which they decided not to operate.
89/1	Hunting-Clan Air Transport Ltd.	Newcastle-London-Manchester-Glasgow - Stavanger/Bergen-Oslo - Stockholm - Hamburg-Copenhagen-Amsterdam-Dusseldorf - Luxembourg - Basle-Paris.	Amendment approved to allow the operation of Viscount aircraft in addition to other aircraft types already authorised.
92/2	Hunting-Clan Air Transport Ltd.	Newcastle - Stavanger† - Oslo-Stockholm.	Amendment approved to allow inclusion of optional traffic stop at Bergen.

Applica- tion No.	Company	Route	Decision taken to date by the Minister on recommendation of the Council. (Subject in certain cases to authorisation by the foreign and other Administrations concerned)
		* = technical or customs stop only † = optional or demand traffic stop	
1. NORMAL SCHEDULED SERVICES¹ ON INTERNATIONAL AND OVERSEAS ROUTES —continued			
95/2	Hunting-Clan Air Transport Ltd.	Newcastle-Luxembourg-Basle ...	Amendment approved to alter the route to Newcastle-Zurich.
310	Lancashire Aircraft Corporation Ltd.	Lympne-Beauvais (Tille) ...	Decision not available.
311	Lancashire Aircraft Corp'n. Ltd.	Lympne-Ghent (St. Denis) ...	Not approved.
267	British European Airways.	London Airport-Bergen ...	Approved for seven years.
392	British European Airways.	London Airport-Frankfurt†-Salzburg.	Approved for seven years (initially Summer only).
393	British European Airways.	London Airport-Ajaccio-Malta ...	Approved for seven years (Summer only).
397	British European Airways.	London Airport - Gibraltar - Las Palmas and/or Tenerife.	Not approved.
400	British European Airways.	London Airport-Venice (Treviso)	Not approved.
419	British European Airways.	London Airport-Copenhagen and/or Oslo and/or Stockholm-Helsinki.	Approved for seven years from 1.4.56.
436	British European Airways.	Manchester (Ringway) - London Airport†-Milan.	Approved for seven years (initially Summer season only).
438	British European Airways.	Manchester (Ringway)-Nice ...	Not approved.
439	British European Airways.	London Airport-Milan-Athens ...	Approved for seven years.
443	British European Airways.	Birmingham (Elmdon)-Nice ...	Not approved.
339 and 339/1	British Overseas Airways Corporation.	London Airport-Frankfurt or Zurich-Rome-Nicosia or Beirut or Cairo-Abadan or Abadan and Karachi.	Approved for seven years.
360	British Overseas Airways Corporation.	London Airport-Frankfurt or Dusseldorf - Rome and/or Athens-Cairo or Nicosia or Beirut - Khartoum - Aden - Entebbe-Nairobi.	Approved for seven years.
290	British Overseas Airways Corporation.	Inclusion of Perth as an alternative traffic stop to Darwin on service London-Sydney (Route 1 in Schedule 'A', Part I, of the Terms of Reference).	Amendment approved for seven years.
294	British Overseas Airways Corporation.	Optional extension of service between London and Singapore to Hong Kong or to Hong Kong and Tokyo (Route 5 in Schedule 'A', Part I, of the Terms of Reference).	Amendment approved for seven years.
305	British Overseas Airways Corporation.	Services between London and Tokyo, Hong Kong, Singapore and Colombo. Routes 2, 3, 4, 5 and 6 in Schedule 'A', Part I, of the Terms of Reference). Inclusion of Baghdad as an additional traffic stop to Basra or Bahrain (Route 2). Inclusion of traffic stop at Baghdad (Routes 3, 4, 5 and 6) and inclusion of traffic stops at Calcutta and/or Dacca (Route 4).	Amendments approved for seven years.

Applica- tion No.	Company	Route	Decision taken to date by the Minister on recommendation of the Council. (Subject in certain cases to authorisation by the foreign and other Administrations concerned)
		* = technical or customs stop only † = optional or demand traffic stop	

1. NORMAL SCHEDULED SERVICES ON INTERNATIONAL AND OVERSEAS ROUTES —continued

391	British Overseas Airways Cor- poration.	Inclusion of traffic stop at Kuala Lumpur and/or Butterworth on services London-Sydney and London-Singapore (Routes 1, 4 and 5 in Schedule 'A', Part I, of the Terms of Reference).	Decision suspended for time being.
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2. COLONIAL COACH SERVICES

363	Air Charter Ltd. ...	London (Stansted) - Malta* - Kano*-Lagos (Ikeja).	Not approved.
304	Airwork Ltd. ...	London (Blackbushe) - Lyons*- Ajaccio*-Tunis*-Malta.	Not approved.
309	Airwork Ltd. ...	London Airport-Malta*-Beirut*- Bahrain* - Karachi* - Delhi* - Calcutta*-Bangkok*-Singapore	Not approved.
43/2	Airwork Ltd. ...	London (Blackbushe) - Nice* - Malta-El Adem* or Mersa Matruh* - Wadi Halfa* - Khar- toum* - Juba* - Entebbe* - Tabora* - N'dola - Lusaka-Salis- bury.	Amendment approved to allow continuation of service for a further year at increased fre- quency.
64/1	Airwork Ltd. ...	London - Biarritz* - Tangier* - Agadir*-Villa Cisneros*-Dakar* - Bathurst - Freetown - Mon- rovia* - Abidjan* - Takoradi* - Accra.	Amendment approved to allow traffic stop at Takoradi.
289	Eagle Aviation Ltd.	London (Blackbushe) - Malta - Cyprus (Nicosia).	Not approved.
321	Hunting-Clan Air Transport Ltd.	London Airport - Biarritz* - Gib- raltar.	Approved for two years at frequency of one service every four weeks.
18/2	Hunting-Clan Air Transport Ltd.	London-Nice*-Malta-El Adem* or Mersa Matruh*-Wadi Halfa* -Khartoum*-Juba*-Entebbe*- Tabora* - N'dola - Lusaka - Salisbury.	Amendment approved to allow continuation of service for a further year at increased fre- quency.
20/1	Hunting-Clan Air Transport Ltd.	London - Biarritz* - Tangier* - Agadir*-Villa Cisneros*-Dakar* - Bathurst - Freetown - Mon- rovia* (Robertsfield)-Abidjan*- Takoradi*-Accra.	Amendment approved to allow traffic stop at Takoradi.
193/1	Skyways Ltd. ...	London (Stansted) - Malta* - Cyprus (Nicosia).	Requests for an extension of the service to Bahrain, for limited traffic rights between London and Malta, for an increased frequency of one service a week and for extension of the approval for a period of 10 years <i>not approved</i> .
193/2	Skyways Ltd. ...	London (Stansted) - Malta* - Cyprus (Nicosia).	
125/2	Central African Airways Corpor- ation.	Salisbury - Lusaka - N'dola - Tabora* or Salisbury-Blantyre- Dar es Salaam-Nairobi-Juba*- Khartoum*-Wadi Halfa*-Mersa Matruh* - Benghazi* - Malta - Marseilles*-London Airport.	Amendment approved to allow continuation of service for a further year.

<i>Appli- cation No.</i>	<i>Company</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council
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3. SCHEDULED INTERNAL SERVICES

40/2	Airlines (Jersey) Ltd.	London (Gatwick)–Southampton–Alderney–Guernsey and/or Jersey–St. Brieuc–Lannion–Brest	Request for one direct flight each day at all times of the year on sector between London and Guernsey and/or Jersey <i>not approved</i> .
40/3	Airlines (Jersey) Ltd.	London (Gatwick)–Southampton† – Alderney – Guernsey and/or Jersey–St. Brieuc†–Lannion†–Brest†	Amendment approved to permit an increase of frequency on four peak summer Saturdays in 1955 only of six additional return flights on sector between Gatwick and Alderney, Jersey and/or Guernsey, Alderney being a compulsory traffic stop on these additional flights, and Jersey and Guernsey being optional traffic stops at discretion of the Company.
41/4	Airlines (Jersey) Ltd.	Manchester–Coventry†–Bournemouth (Hurn)–Guernsey and/or Jersey – Dinard and/or Rennes and/or La Baule	Amendment approved to permit operation on Fridays, Saturdays and Sundays only for the period from 17th June to 18th September, 1955, inclusive only of three return flights each day instead of two at present authorised on the terminating service on sector between Bournemouth and the Channel Islands only.
428	Airviews Ltd.	Manchester (Ringway)–Bristol–Newquay	Approved for seven years (Summer only).
257/1	Airviews Ltd. ...	Manchester (Ringway)–Southampton (Eastleigh)–Isle of Wight (Bembridge).	Amendment for inclusion of intermediate traffic stop at Bournemouth (Hurn) instead of at Southampton (Eastleigh) <i>not approved</i> .
257/2	Airviews Ltd. ...	Manchester (Ringway)–Southampton† (Eastleigh)–Isle of Wight (Bembridge).	Amendment approved for traffic rights between Southampton and the Isle of Wight.
359	B.K.S. Air Transport Ltd.	Leeds (Yeadon)–Isle of Man (Ronaldsway).	Not approved.
366	B.K.S. Air Transport Ltd.	Leeds (Yeadon)–Belfast (Nutts Corner).	Approved for seven years (initially summer season only).
367	B.K.S. Air Transport Ltd.	Leeds (Yeadon)–Southend ...	Approved for seven years (initially summer season only).
384	B.K.S. Air Transport Ltd.	Southend – Shoreham – Isle of Wight (Bembridge).	Approved for seven years without traffic stop at Shoreham (initially summer season only).
216/1	B.K.S. Air Transport Ltd.	Newcastle (Woolsington) and/or West Hartlepool (Greatham)–Isle of Wight (Bembridge).	Approved for seven years in place of Inclusive Tour Service (Application No. 216) approved in previous year. Use of Avro Anson aircraft in addition to Dakota aircraft also authorised.
216/2	B.K.S. Air Transport Ltd.	Newcastle (Woolsington) and/or West Hartlepool (Greatham)–Isle of Wight (Bembridge).	Amendment approved to permit the inclusion of optional traffic stops at Leeds (Yeadon) and Bournemouth (Hurn) and increase of frequency to seven services weekly.

<i>Appli- cation No.</i>	<i>Company</i>	<i>Route</i> *=technical or customs stop only †=optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council
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3. SCHEDULED INTERNAL SERVICES—*continued*

306	Cambrian Air Ser- vices Ltd.	Swansea-Exeter-Guernsey and/ or Jersey.	Approved for seven years.
21/1	Cambrian Air Ser- vices Ltd.	Liverpool-Cardiff and/or Bristol -Guernsey and/or Jersey.	Amendment approved to permit use of Dakota aircraft during the summer of 1954 only in addition to aircraft types al- ready authorised.
21/2	Cambrian Air Ser- vices Ltd.	Liverpool-Cardiff and/or Bristol -Guernsey-Jersey. Manchester-Cardiff and/or Bris- tol-Guernsey-Jersey. London-Bristol and/or Cardiff- Swansea-Haverfordwest. London-Bristol and/or Cardiff- Land's End. Cardiff-Bristol-Southampton- Paris. Cardiff and/or Bristol-Dinard Cheltenham-Bristol Cheltenham-Bournemouth- Guernsey-Jersey.	Amendment approved to permit from 1955 onwards the use of Dakota aircraft in addition to aircraft types already autho- rised.
143/2	Derby Aviation Ltd.	Derby (Burnaston) and/or Wol- verhampton - Birmingham (Elmdon)-Jersey.	Amendment approved to permit use of Dakota aircraft in addition to aircraft types al- ready authorised and an in- crease of frequency from one to two services daily on each Saturday and Sunday.
454	Don Everall (Aviation) Ltd.	Birmingham (Elmdon)-Coven- try† (Baginton) - Leicester East†-Isle of Wight (Bem- bridge).	Approved for seven years.
9/2	Don Everall (Aviation) Ltd.	Birmingham (Elmdon)-Leicester East†-Jersey/Guernsey.	Amendment approved to permit the inclusion of an optional traffic stop at Coventry.
9/3	Don Everall (Aviation) Ltd.	{ Leicester East†-Birmingham - Guernsey-Jersey. Leicester East† - Coventry- Bournemouth* - Jersey - Guernsey.	Amendment to permit operation of flights on Sundays <i>not</i> <i>approved</i> . Amendment approved to permit two return flights on Fridays and Saturdays only (summer only).
299	Dragon Airways Ltd.	Liverpool (Speke) - Pwllheli (Broomhall).	Approved for seven years (sum- mer only).
300	Dragon Airways Ltd.	Manchester (Ringway) - Liver- pool†-Pwllheli (Broomhall).	Approved for seven years (sum- mer only).
307 and 307/1	Dragon Airways Ltd.	Liverpool (Speke)-Prestwick†- Glasgow (Renfrew).	Approved for seven years.
445	Dragon Airways Ltd.	Liverpool (Speke) - London (Croydon) via London Air- port.*	Not approved.
448	Dragon Airways Ltd.	Stoke - on - Trent (Meir) - Bir- mingham* (Elmdon)-Guern- sey and/or Jersey.	Approved for seven years.
449	Dragon Airways Ltd.	Stoke-on-Trent (Meir)-Isle of Man (Ronaldsway).	Approved for seven years (sum- mer only).

<i>Applica- tion No.</i>	<i>Company</i>	<i>Route</i> * =technical or customs stop only † =optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council
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3. SCHEDULED INTERNAL SERVICES—*continued*

362	East Anglian Flying Services Ltd.	Shoreham-Portsmouth†-Isle of Wight (Bembridge).	Approved for six years.
4/3	East Anglian Flying Services Ltd.	Ipswich-Southend-Rochester-Shoreham-Alderney-Guernsey-Jersey. Also Portsmouth-Shoreham.	Amendment approved to permit use of Marathon aircraft in addition to aircraft types already authorised.
4/4	East Anglian Flying Services Ltd.	Ipswich-Southend-Rochester-Shoreham-Alderney-Guernsey-Jersey.	Amendment approved to permit increased frequency and operation of some terminating flights between Shoreham and the Channel Islands.
287	Fairways (Jersey) Ltd.	Jersey - Guernsey† - London (Blackbushe).	Not approved.
365	Fairways (Jersey) Ltd.	Reading (Blackbushe)-Guernsey†-Jersey.	Not approved.
135/1	Lancashire Aircraft Corporation Ltd.	Blackpool (Squires Gate)-Liverpool* (Speke) or Bristol* (Whitchurch)-Jersey.	Amendment approved to permit operation of additional return flights on Mondays.
12/1	Morton Air Services Ltd.	London (Croydon) - Jersey/Guernsey.	Amendment approved to permit transfer of five flights from Saturdays to Sundays at four peak summer week-ends in 1955 only.
54/1	Olley Air Service Ltd.	London (Croydon) - Jersey/Guernsey.	Amendment approved to permit transfer of five flights from Saturdays to Sundays at four peak summer week-ends in 1955 only.
241/1	Olley Air Service Ltd.	London (Croydon)-Birmingham (Castle Bromwich).	Amendment approved to permit operation of service during the period of the B.I.F. each year up to and including 1960.
352	Starways Ltd. ...	Liverpool (Speke)-London Airport-Isle of Wight (Bembridge).	Approved for seven years.
353	Starways Ltd. ...	Liverpool (Speke)-London Airport.	Approved for seven years.
98/2	Transair Ltd. ...	London (Croydon or Gatwick)-Jersey.	Amendment approved to permit operation of three extra return flights on four peak summer Saturdays in 1955 only.
382	Yeadon Aviation Ltd.	Leeds (Yeadon)-Isle of Man (Ronaldsway).	Approved for seven years (Summer only).

<i>Application No.</i>	<i>Company</i>	<i>Travel Agent</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council. (Subject in certain cases to authorisation by the foreign and other Administrations concerned)
4. INCLUSIVE TOUR AIR SERVICES				
341	Air Kruise (Kent) Ltd.	Blue Cars (Continental) Coach Cruises Ltd.	Lydd (Ferryfield)- Mar-seilles*-Venice (Treviso).	Approved for one year (Summer 1955 only).
344	Air Kruise (Kent) Ltd.	Blue Cars (Continental) Coach Cruises Ltd.	Lydd (Ferryfield) - Hamburg*-Copenhagen.	Approved for one year (Summer 1955 only).
345	Air Kruise (Kent) Ltd.	Blue Cars (Continental) Coach Cruises Ltd.	Lydd (Ferryfield)-Luxembourg*-Salzburg.	Approved for one year (Summer 1955 only).
346	Air Kruise (Kent) Ltd.	Blue Cars (Continental) Coach Cruises Ltd. and Lumbs Continental Travel Ltd.	Lydd (Ferryfield)-Basle ...	Approved for one year (Summer 1955 only) at modified frequency.
347	Air Kruise (Kent) Ltd.	Sheffield United Tours Ltd.	Manchester (Ringway) - Ostend.	Approved for one year (Summer 1955 only).
385	Air Kruise (Kent) Ltd.	Sheffield United Tours Ltd.	Manchester (Ringway) - Lydd*-Paris*-(Le Bourget)/Basle*-Geneva.	Approved for one year (Summer 1955 only).
386	Air Kruise (Kent) Ltd.	Blue Cars (Continental) Coach Cruises Ltd.	Lydd (Ferryfield) - Paris* (Le Bourget)/Basle* - Geneva.	Approved for one year (Summer 1955 only).
431	Air Kruise (Kent) Ltd.	Lumbs Continental Tours.	Lydd (Ferryfield) - Lyons (Bron).	Approved for one year (Summer 1955 only).
340	Air Kruise (Kent) Ltd.	Blue Cars (Continental) Coach Cruises Ltd.	Lydd (Ferryfield) - Nice* -Turin.	Approved for one year (Summer 1955 only).
355	Airwork Ltd. ...	Whitehall Travel Ltd.	London (Blackbushe) - Biarritz.	Approved for one year (Summer 1955 only).
356	Airwork Ltd. ...	Whitehall Travel Ltd.	London (Blackbushe) - Frankfurt*-Klagenfurt.	Withdrawn by Company after approval.
357	Airwork Ltd. ...	Whitehall Travel Ltd.	London (Blackbushe) - Lyons*-Pisa.	Approved for one year (Summer 1955 only).
401	Airwork Ltd. ...	Harold Ingham Ltd.	London (Blackbushe) - Biarritz*-Tangier.	Withdrawn by Company after approval.
402	Airwork Ltd. ...	Harold Ingham Ltd.	London (Blackbushe) - Nice*-Catania.	Withdrawn by Company after approval.
403	Airwork Ltd. ...	Harold Ingham Ltd.	London (Blackbushe) - Nice*-Malta.	Not approved.
404	Airwork Ltd. ...	Harold Ingham Ltd.	London (Blackbushe) - Biarritz*-Lisbon.	Withdrawn by Company after approval.
368	B.K.S. Air Transport Ltd.	Roberts' Tours Ltd.	Newcastle (Woolsington)-Belfast (Natts Corner).	Not approved.
406	B.K.S. Air Transport Ltd.	Horizon Holidays Ltd.	Southend-Bordeaux*-Malaga.	Withdrawn by Company after approval.
421	B.K.S. Air Transport Ltd.	Roberts' Tours Ltd.	Newcastle (Woolsington) and/or West Hartlepool (Greatham) and/or Leeds (Yeadon)-Lyons*-Milan.	Approved for one year (Summer week-ends 1955 only).
422	B.K.S. Air Transport Ltd.	Roberts' Tours Ltd.	Southend-Lyons*-Milan	Approved for one year (Summer week-ends 1955 only).
423	B.K.S. Air Transport Ltd.	Roberts' Tours Ltd.	Newcastle (Woolsington) and/or West Hartlepool (Greatham) and/or Leeds (Yeadon)-Lyons*-Nice.	Approved for one year (Summer 1955 only).

<i>Application No.</i>	<i>Company</i>	<i>Travel Agent</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council. (Subject in certain cases to authorisation by the foreign and other Administrations concerned)
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INCLUSIVE TOUR AIR SERVICES—continued

424	B.K.S. Air Transport Ltd.	Roberts' Tours Ltd.	Southend-Nice	Not approved.
429	B.K.S. Air Transport Ltd.	Lep Travel Ltd. ...	Southend-Biarritz ...	Withdrawn by Company after approval.
37/1	B.K.S. Air Transport Ltd.	Roberts' Tours Ltd.	Newcastle (Woolsington) and/or West Hartlepool (Greatham)-Paris.	Amendment approved to permit the inclusion of Leeds (Yeadon) as an intermediate or originating traffic stop and also the inclusion of a technical stop at Southend.
38/1	B.K.S. Air Transport Ltd.	Roberts' Tours Ltd.	Newcastle (Woolsington) and/or West Hartlepool (Greatham)-Basle.	Amendment approved to permit the inclusion of Leeds (Yeadon) as an intermediate or originating traffic stop and also the inclusion of a technical stop at Southend.
108/1	B.K.S. Air Transport Ltd.	Horizon Holidays Ltd.	Southend-Palma	Amendment approved to permit increase of frequency at week-ends during summer 1955 only.
217/1	B.K.S. Air Transport Ltd.	Roberts' Tours Ltd.	Newcastle (Woolsington) and/or West Hartlepool (Greatham)-Bournemouth* or Jersey*-Tarbes (for Lourdes).	Amendment approved to permit the inclusion of optional intermediate or terminating traffic stop at Leeds (Yeadon) and extension of period of approval of the service up to 30.9.56.
441	Cambrian Air Services Ltd.	Thomas Cook & Son Ltd.	Cardiff (Rhoose) and/or Bristol (Whitchurch) and/or Southampton (Eastleigh) - Rennes* - Tarbes (for Lourdes).	Approved for two years (Summer only).
398	Dan Air Services Ltd.	Lissone-Lindeman (London) Ltd.	London (Blackbushe) - Lyons*-Corsica (Calvi).	Approved for one year (Summer 1955 only).
377	Eagle Aviation Ltd.	Sir Henry Lunn Ltd.	London (Blackbushe) - Luxembourg*-Innsbruck (Hotting).	Not approved. (Application for similar Normal Scheduled Service approved).
378	Eagle Aviation Ltd.	Sir Henry Lunn Ltd.	London (Blackbushe) - Lyons* - Venice (San Nicolo-Treviso).	Withdrawn by Company after approval.
379	Eagle Aviation Ltd.	Sir Henry Lunn Ltd.	London (Blackbushe) - Munich*-Zagreb*-Rijeka.	Withdrawn by Company after the Council had made their recommendation but before the Minister's decision.

<i>Appli- cation No.</i>	<i>Company</i>	<i>Travel Agent</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council. (Sub- ject in certain cases to authorisation by the foreign and other Administrations concerned)
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INCLUSIVE TOUR AIR SERVICES—continued

380	Eagle Ltd.	Aviation	Sir Henry Lunn Ltd.	London (Blackbushe) - Lyons*-Pisa.	Approved for one year (Summer 1955 only).
381	Eagle Ltd.	Aviation	Sir Henry Lunn Ltd.	London (Blackbushe) - Lyons*-Turin.	Withdrawn by Com- pany after approval.
383	Eagle Ltd.	Aviation	Whitehall Travel Ltd.	London (Blackbushe) - Bordeaux*-Valencia.	Approved for one year (Summer 1955 only).
405	Eagle Ltd.	Aviation	Sir Henry Lunn Ltd.	London (Blackbushe) - Zurich (Kloten).	Approved for one year (Summer 1955 only).
427	Eagle Ltd.	Aviation	Trans(Continental) Travel Agency Ltd.	London (Blackbushe) - Jersey.	Company approved to operate an Internal Service on four peak summer Saturdays in 1955 only.
451	Eagle Ltd.	Aviation	Whitehall Travel Ltd.	London (Blackbushe) - Majorca (Palma).	Withdrawn by Com- pany after the Council had made their re- commendation but before the Minister's decision.
464	Eagle Ltd.	Aviation	Whitehall Travel Ltd.	London (Blackbushe) - Luxembourg* - Klagen- furt.	Approved for one year (Summer 1955 only).
282	Fairways (Jersey) Ltd.		Jersey & C.I. Holi- day Tours Ltd.	Jersey-London (Gatwick or Croydon).	Not approved.
463	Fairways (Jersey) Ltd.		Jersey & C.I. Holi- day Tours Ltd.	London (Blackbushe) - Jersey/Guernsey.	Not approved.
292	Flightways Ltd.		Britavia Travel London Ltd.	Southampton (Eastleigh)- Biarritz* or Bordeaux*- Tangier.	Not approved.
407	Hunting - Clan Air Transport Ltd.		Workers Travel Association Ltd.	London Airport - Nice* - Venice (Treviso).	Approved for one year (Summer 1955 only).
408	Hunting - Clan Air Transport Ltd.		Workers Travel Association Ltd.	London Airport-Bilbao ...	Approved for one year (Summer 1955 only).
413	Hunting - Clan Air Transport Ltd.		Wayfarers Travel Agency Ltd. for Holiday Fellow- ship & Co-oper- ative Holidays Association.	London Airport-Munich	Approved for one year (Summer 1955 only).
414	Hunting - Clan Air Transport Ltd.		Wayfarers Travel Agency Ltd. for Holiday Fellow- ship & Co-oper- ative Holidays Association.	London Airport-Basle ...	Approved for one year (Summer 1955 only).
416	Hunting - Clan Air Transport Ltd.		Swiss Hotel & Travel Bureau.	London Airport-Zurich ...	Approved for one year (Summer 1955 only).
446	Hunting - Clan Air Transport Ltd.		Fifty-One Club ...	Glasgow (Renfrew) - Am- sterdam*-Munich.	Approved for one year (Summer 1955 only).
415	Lancashire Air- craft Corpora- tion Ltd.		See Spain Ltd. ...	London (Gatwick) - Per- pignan (Llabanere).	Not approved.

<i>Appli- cation No.</i>	<i>Company</i>	<i>Travel Agent</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council. (Sub- ject in certain cases to authorisation by the foreign and other Administrations concerned)
INCLUSIVE TOUR AIR SERVICES—continued				
432	Lancashire Air- craft Corpora- tion Ltd.	Air Coach Ltd. ...	Blackpool (Squires Gate)– Liverpool* (Speke) – Beauvais (Tille).	Approved for one year (Summer 1955 only).
433	Lancashire Air- craft Corpora- tion Ltd.	Air Coach Ltd. ...	Blackpool (Squires Gate)– Southend* – Strasbourg (Entzheim).	Approved for one year (Summer 1955 only).
326	Starways Ltd....	Cathedral Touring Agency Ltd.	Belfast (Nutts Corner)– Bournemouth* or Jersey* or Dinard*–Tarbes (for Lourdes).	Approved for two years (Summer only).
351	Starways Ltd....	Cathedral Touring Agency Ltd.	Liverpool (Speke)–Isle of Wight (Bembridge).	Approved for two years (Summer only).
420	Starways Ltd....	Cathedral Touring Agency Ltd.	Liverpool (Speke)–Lyons* –Rome.	Decision not available.
426	Starways Ltd....	Cathedral Touring Agency Ltd.	Liverpool (Speke)–Exeter	Approved for one year (Summer 1955 only).
17/1	Starways Ltd....	Cathedral Touring Agency Ltd.	Liverpool (Speke)–Tarbes (for Lourdes).	Amendment approved to permit an optional traffic stop at Bir- mingham (Elmdon).
17/2	Starways Ltd....	Cathedral Touring Agency Ltd.	Liverpool (Speke) – Bir- mingham† (Elmdon) – Tarbes (for Lourdes).	Amendment approved to allow an optional traffic stop at Man- chester (Ringway).
99/2	Starways Ltd....	Cathedral Touring Agency Ltd.	Liverpool (Speke)–Bilbao (for San Sebastian).	Amendment approved to permit the con- tinued use of the airport at Biarritz in- stead of the airport at Bilbao for the re- mainder of period of approval.
99/3	Starways Ltd.	Cathedral Touring Agency Ltd.	Liverpool (Speke)–Biarritz (for San Sebastian).	Amendment approved to permit inclusion of an optional traffic stop at Birmingham (Elmdon).
297	Transair Ltd. ...	Horizon Holidays Ltd.	London (Croydon or Gat- wick)–La Baule.	Withdrawn by Com- pany after approval.
298	Transair Ltd. ...	Horizon Holidays Ltd.	London (Croydon or Gat- wick)–Bordeaux*– Biarritz.	Not approved.
329	Transair Ltd. ...	Pilgrim Tours Ltd.	London (Croydon or Gat- wick)–Bordeaux*–San- tiago de Compostela.	Withdrawn by Com- pany after approval.
332	Transair Ltd. ...	Sky Tours Ltd. ...	London (Croydon or Gat- wick)–Lyons*–Turin.	Approved for one year (Summer 1955 only).
333	Transair Ltd. ...	Sky Tours Ltd. ...	London (Croydon or Gat- wick)–Munich*–Klagen- furt.	Approved for one year (Summer 1955 only).
334	Transair Ltd. ...	Sky Tours Ltd. ...	London (Croydon or Gat- wick)–Toulouse.	Approved for one year (Summer 1955 only).
335	Transair Ltd. ...	Sky Tours Ltd. ...	London (Croydon or Gat- wick)–Lyons*–Venice (Treviso).	Approved for one year (Summer 1955 only).

<i>Appli- cation No.</i>	<i>Company</i>	<i>Travel Agent</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council. (Sub- ject in certain cases to authorisation by the foreign and other Administrations concerned)
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INCLUSIVE TOUR AIR SERVICES—continued

336	Transair Ltd. ...	Sky Tours Ltd. ...	London (Croydon or Gatwick)—Basle (Mulhouse).	Approved for one year (Summer 1955 only).
337	Transair Ltd. ...	Sky Tours Ltd. ...	London (Croydon or Gatwick)—Munich.	Withdrawn by Company after approval.
338	Transair Ltd. ...	Sky Tours Ltd. ...	London (Croydon or Gatwick)—Hamburg.	Approved for one year (Summer 1955 only).
348	Transair Ltd. ...	Horizon Holidays Ltd.	London (Croydon or Gatwick)—Perpignan.	Approved for one year (Summer 1955 only).
358	Transair Ltd. ...	Raymond Cook Ltd.	London (Croydon or Gatwick)—Basle (Mulhouse).	Approved for one year (Summer 1955 only) at modified frequency.
372	Transair Ltd. ...	Methodist Guild Continental Holidays.	London (Croydon or Gatwick)—Basle (Mulhouse).	Approved for one year (Summer 1955 only) at modified frequency.

<i>Appli- cation No.</i>	<i>Company</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council. (Subject in certain cases to authorisation by the foreign and other Administrations concerned)
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5. ALL FREIGHT SERVICES

234	Airwork Ltd. ...	London Airport — Marseilles* — Malta*—Mersa Matruh*—Cairo—Wadi Halfa—Khartoum—Juba—Entebbe—Nairobi—Mombasa.	Withdrawn by Company after the Council had made their recommendation to the Minister and before the Minister's decision.
417	Airwork Ltd. ...	London Airport—Dusseldorf ...	Approved for eight years with permission to integrate with All Freight Services already approved for routes between London and Frankfurt, Zurich, Basle and Milan.
31/3	Airwork Ltd. ...	London and/or Prestwick—Keflavik†—Azores†—Gander†—Montreal and/or New York.	Amendment approved to permit optional traffic stops at Manchester and Shannon.
371	Aquila Airways Ltd.	Southampton (Marine) — Malta — Cyprus or Alexandria—Bahrain or Kuwait—Karachi—Colombo—Singapore* — Sourabaya — Perth (Western Australia).	Decision not available.
389	Britavia Ltd. ...	London—Naples—Nicosia—Bahrain—Karachi — Colombo — Cocos Islands—Perth (Western Australia), with alternative traffic stops at Lyons, Marseilles, Geneva, Athens, Istanbul, Malta, Beirut, Damascus, Alexandria, Lydda, Basra and Bombay.	Decision not available.

<i>Appli- cation No.</i>	<i>Company</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council. (Subject in certain cases to authorisation by the foreign and other Administrations concerned)
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ALL FREIGHT SERVICES—*continued*

283	Eagle Aviation Ltd.	Manchester-Birmingham-Paris ...	Not approved.
284	Eagle Aviation Ltd.	Manchester - Birmingham - Amsterdam-Hamburg-Copenhagen.	Not approved.
285	Eagle Aviation Ltd.	Manchester - Birmingham - Brussels-Dusseldorf-Frankfurt.	Not approved.
456	Eagle Aviation Ltd.	London (Blackbushe) or London Airport - Marseilles - Rome - Athens*-Cairo-Wadi Halfa*-Khartoum - Juba* - Nairobi - Tabora* - N'dola - Salisbury - Johannesburg.	Not approved.
160/1	Eagle Aviation Ltd.	Manchester and/or Birmingham-Dusseldorf or Frankfurt-Copenhagen - Stavanger - Oslo - Stockholm - Gothenburg - Copenhagen-Dusseldorf or Frankfurt-Birmingham and/or Manchester.	Amendment <i>not approved</i> to make traffic stops optional at Stavanger, Oslo, Stockholm and Gothenburg, and for the inclusion of a traffic stop at Hamburg, though omission of one traffic stop in both Norway and Sweden permitted.
203 204 205	Hunting-Clan Air Transport Ltd.	Routes between airports in the U.K. by way of optional intermediate stops at Malta and Khartoum and any one or more of the following points:— Entebbe, Nairobi, Mombasa, Dar-es-Salaam, N'dola, Salisbury, Lusaka, Bulawayo, Livingstone, Freetown, Accra, Lagos, Kano, Bathurst, Johannesburg.	Approved for 10 years.
293	Silver City Airways Ltd.	Between any or all of the following points in the United Kingdom:— London (Blackbushe), Ferryfield, Southampton, and any or all of the following points abroad:— <i>France:</i> Calais, Le Touquet, Lille, Metz, Gros Tenguin. <i>Belgium:</i> Ostend, Brussels, Liege, Charleroi. <i>Luxembourg:</i> Luxembourg <i>Holland:</i> Eindhoven, Ypenburg, Leeuwarden, Twente, Amsterdam. <i>Germany:</i> Hamburg, Bremen, Hanover, Cologne, Dusseldorf, Frankfurt, Gutesloh, Buckeburg, Wildenrath. <i>Denmark:</i> Copenhagen <i>Switzerland:</i> Basle <i>Sweden:</i> Malmo	Approved for five years, it being a condition of approval that on every flight calls should be made at not less than three traffic points abroad before returning to the U.K. and that no flights in either direction without intermediate stops at other of the traffic points should be made between the U.K. and Brussels, Amsterdam, Hanover, Hamburg, Copenhagen, Frankfurt and Basle.

<i>Appli- cation No.</i>	<i>Company</i>	<i>Route</i> * = technical or customs stop only † = optional or demand traffic stop	Decision taken to date by the Minister on recommendation of the Council. (Subject in certain cases to authorisation by the foreign and other Administrations concerned)
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ALL FREIGHT SERVICES—*continued*

308	Silver City Airways Ltd.	Southampton (Eastleigh)—Guernsey.	Approved for seven years for carriage of freight but Company have not yet decided whether to operate.
410	Silver City Airways Ltd.	London (Blackbushe) — Birmingham† (Elmdon) — Formby† (Wood Vale)—Belfast (Newtownards).	Approved for seven years.
425	British European Airways.	London Airport—Dusseldorf ...	Approved for seven years.

6. VEHICLE FERRY SERVICES

288	Air Charter Ltd.	Southend—Calais	Approved for seven years.
288/1	Air Charter Ltd.	Southend—Calais	Amendment <i>not approved</i> to permit operation of Vehicle Ferry Service from Southend to Le Touquet in place of Calais during winter months 1954–55. Decision not available.
440	Air Charter Ltd.	Southend—Rotterdam and/or Ypenburg.	Not approved.
396	Dragon Airways Ltd.	Liverpool (Speke)—Anglesey (Valley)—Dublin (Collinstown).	
316	Silver City Airways Ltd.	Birmingham (Elmdon)—Le Touquet.	Approved for seven years (seasonal) with right to carry incidental passengers.
317	Silver City Airways Ltd.	Birmingham (Elmdon)—Cherbourg (Malpertus).	Approved for seven years (seasonal) with right to carry incidental passengers. The Company decided not to operate the service during the 1955 season.
387	Silver City Airways Ltd.	Lydd (Ferryfield)—Basle	Approved for seven years (winter season). Number of passengers limited to 12 on each flight.
388	Silver City Airways Ltd.	Southampton (Eastleigh) and/or Lydd—Le Havre and/or Deauville.	Approved for seven years with right to carry incidental passengers.
409	Silver City Airways Ltd.	Belfast (Newtownards)—Stranraer (Castle Kennedy).	Approved for seven years. Number of incidental passengers limited to five on each flight.
56/1	Silver City Airways Ltd.	Southend—Cherbourg Lympne—Le Touquet Southend and/or Lympne—Ostend Lympne—Calais	Amendment approved to permit the operation of Dakota aircraft for standby and emergency purposes.

7. HELICOPTER SERVICES

301	Silver City Airways Ltd.	Lydd—Ostend Lydd—Calais Lydd—Le Touquet Lydd—Boulogne	} Approved for nine years.
302	British European Airways.	London Airport — Southampton (Eastleigh).	
320	British European Airways.	London Airport (and other aerodromes in the London area served by B.E.A.) and a Central London terminal approved by the Minister for Helicopter operations.	
369	British European Airways.	Gatwick Airport—London Airport	
			Approved for one year.
			Approved for 10 years.
			Approved for seven years.